

CENTRAL INTELLIGENCE AGENCY

REPORT

## INFORMATION REPORT

CD NO.

COUNTRY Rumania/Bulgaria

DATE DISTR 17 OCT 50

SUBJECT Pontoon Bridge Over the Danube at  
Siliistra

NO. OF PAGES 2

PLACE  
ACQUIREDNO. OF ENCLS.  
(LISTED BELOW)DATE OF  
INFO.SUPPLEMENT TO  
REPORT NO.**CONFIDENTIAL**

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE  
OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT OF  
U.S.C. 18 AND 50. ITS TRANSMISSION OR THE REVELATION  
OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PRO-  
HIBITED BY LAW. REPRODUCTION OF THIS FORM IS PROHIBITED.

THIS IS UNEVALUATED INFORMATION

50X1-HUM

1. On 10 January 1950 a transporter of conserved goods, working for No. 2 Military Region, arrived at the village of Cacomeanca. He was accompanied by a Soviet supply officer, Lieutenant Colonel Osmano, commanding officer of a unit named, "Supply Staff", stationed in Braila. They came to deliver 30 tons of conserved vegetables destined, according to Osmano, for a bridge building division billeted in the area.
2. They first reported to the divisional headquarters at Cacomeanca and then proceeded by horse-drawn transport to the wooded river island, Ostrovul, where the Soviet engineers were billeted. Their location was described as approximately at kilometer mark 379 along the Danube, opposite the Bulgarian village of Aidemir.
3. There were 22 barracks, each of which was about one hundred and twenty meters long and sixteen meters wide; four barracks were used as stores, the remainder contained troops. [REDACTED] the barracks were sufficient to accommodate twice as many troops as were there at the time.
4. There was a car park containing at least three hundred vehicles. There were a number of six-wheelers, resembling American types, the remainder were Russian four-wheelers.
5. The transporter and Osmano continued along the Danube to kilometer mark 373 opposite the Bulgarian town of Siliistra. At this location a pre-fabricated decked pontoon bridge was under construction in order to join the Rumanian bank with the eastern side of Siliistra.
6. The bank abutments had been completed. They were of wooden construction with a wooden carriage way extending some thirty meters inland. In the storage area there were decked pontoons and sections of the wooden carriage way. The material available appeared to be sufficient for the construction of two bridges. About forty motor boats were moored in the Danube near the construction site.
7. The bridge building materials were described as follows:

50X1-HUM

50X1-HUM

50X1-HUM

a. Decked pontoon:

- 1) The pontoons were of overall metal construction with rectangular

CLASSIFICATION		SECRET/CONTROL - U.S. OFFICIALS ONLY									
STATE	<input checked="" type="checkbox"/> NAVY	<input checked="" type="checkbox"/> NSRB	DISTRIBUTION								
ARMY	<input checked="" type="checkbox"/> AIR	<input checked="" type="checkbox"/> FBI									

**CONFIDENTIAL**

Document No. 11
No Change in Class. <input type="checkbox"/>
<input type="checkbox"/> Declassified
Class. Changed To: TS S <u>0</u>
Auth.: HR 70-2
Date: 210628 By

~~SECRET~~/CONTROL - U.S. OFFICIALS ONLY

CENTRAL INTELLIGENCE AGENCY

- 2 -

**CONFIDENTIAL**

50X1-HUM

flat bottoms; their length was estimated at 10 meters and width 4 to 5 meters.

- 2) The pontoons were fitted with hooks on the port and starboard sides, two on each. The hooks were located near the waterline and were used to link the pontoons together.

- 3) A small winch and an anchor were fitted fore and aft.

b. Carriage way:

- 1) Each section of the carriage way was about twenty meters long and eight meters wide.
- 2) It consisted of planking about six centimeters thick supported by three beams about twenty meters long and forty centimeters in diameter.

- c. The center of the bridge consisted of a movable section based on two lighters. It opened to allow Danube shipping to pass.

- d.  the capacity of the bridge was 20 tons. 50X1-HUM

**CONFIDENTIAL**